

In the mid 19th century, Cape Verdean migrants flocked to New England ports on whaling vessels in pursuit of prosperity and opportunity. Today, many of Massachusetts' fishermen still bear the names of their Cape Verdean grandparents. These settlers easily transitioned into the fishing and agricultural sectors—helping the early whaling, commercial fishing and cranberry industries blossom with their sailing and harvesting expertise. In fact, several Cape Verdean publications and journals live on in Southeastern Massachusetts—allowing Cape Verdean-Americans to keep their culture's stories and traditions alive.

It brings me great pride to note that the opening of So Sabi! coincides with the second Millennium Challenge Corporation compact awarded to the nation of Cape Verde. This historic award marks the first time that the Millennium Challenge Corporation has approved a second compact for any country. This decision was based on Cape Verde's remarkable achievements in reducing poverty through sustainable economic growth and domestic efforts that the nation has made as a result of its first grant. I was proud to support Cape Verde's endorsement for a second compact, and prouder still to recognize the magnitude of Cape Verde's accomplishments in my capacity as a member of the House Foreign Affairs Committee.

Mr. Speaker, as the Cape Verdean Historical Trust proudly unveils its So Sabi! exhibit in honor of Massachusetts' Cape Verdean culture and the nation of Cape Verde welcomes its second compact from the Millennium Challenge Corporation, I urge my colleagues to join me in recognizing the historical and educational significance of the June 16th event.

**MOTION TO INSTRUCT CONFEREES
ON H.R. 4348, SURFACE TRANSPORTATION
EXTENSION ACT OF
2012. PART II**

SPEECH OF

HON. LAURA RICHARDSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2012

Ms. RICHARDSON. Mr. Speaker, today I rise in strong opposition to the Motion to Instruct Conferees on H.R. 4348 offered by the gentleman from Georgia, Mr. BROWN. The draconian cuts directed by this motion would cripple the Nation's infrastructure and leave hundreds of thousands of people unemployed.

The language of the gentleman's motion is confusing at best. The exact amount suggested to be cut differs due to interpretation of the word "funding." By limiting the Highway Trust Fund's expenditures in FY 2013 to \$37.5 billion, the gentleman's motion would essentially bankrupt the Fund because \$37.5 billion is less than the amount needed to reimburse State and public transit agencies for obligations incurred in prior fiscal years.

The Federal Government already owes \$38.8 billion for projects that were implemented in the previous fiscal year, or are currently under construction. If we do not authorize the funds necessary to pay these debts, the government will be in default.

Spending cuts of this magnitude would cut more than 1.6 million jobs in a field with more than 2.2 million people already out of work. At

the beginning of the spring and summer construction season the unemployment rate in the industry was at 14.2%, and in May alone jobs fell by 28,000. It would be foolish to vote for a motion that will have the effect of putting more Americans out of work. That would be the result if the Broun Motion were adopted.

The motion by the gentleman from Georgia ignores the long-term underinvestment in our nation's surface transportation. Investments in transportation support economic growth, increase productivity and enhance America's competitiveness in the global economy.

A strong national infrastructure is what will bring this country back from the recession we are currently fighting through. The Highway Transit Fund is essential for not only providing a safe transportation network, but creating millions of jobs for hardworking Americans.

Mr. Speaker, I understand that my colleagues and I are working during a time of economic constraints, and I understand that we must make spending cuts across the board in order to control the debt we have accumulated.

However, this motion is an irresponsible move, and if implemented would have disastrous consequences. The Highway Trust Fund would no longer have the ability to carry out highway, highway safety and public transit projects or activities. This would have long lasting negative effects on our nation's infrastructure and economy.

Mr. Speaker, this motion is bordering on absurd. I cannot believe that a member of congress means to drive our nation into default, and cripple our infrastructure in the process. I stand before you today to ask my colleagues, regardless of their political ideology, to ignore the motion put before you. This is what is best for our nation, and our economy.

**RECOGNIZING THE OUTSTANDING
MILITARY SERVICE OF MAJOR
GENERAL ROBERT H. McMAHON
ON THE OCCASION OF HIS RE-
TIREMENT**

HON. AUSTIN SCOTT

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Friday, June 8, 2012

Mr. AUSTIN SCOTT of Georgia. Mr. Speaker, I rise today to celebrate the thirty-four year career of Major General Robert H. McMahon, who will retire this month after a distinguished and remarkable career in the Air Force. I commend Major General McMahon's career and offer my sincerest appreciation for his service in defense of our nation.

Major General McMahon led the Warner Robins Air Logistics Center since 2010, where he was responsible for worldwide logistics support for the C-130 and C-5 transport aircraft, the F-15 and other aircraft critical to our nation's defense. The Warner Robins Air Logistics Center is the largest industrial complex in the state of Georgia and is a critical component to the sustainment of our nation's Air Force.

Major General McMahon began his Air Force career in 1978 after graduating from the U.S. Air Force Academy. He was recognized with numerous awards throughout his Air Force career, including the Distinguished Service Medal with oak leaf cluster and the Defense Superior Service Medal.

Over the past several years, Major General McMahon applied tremendous skill and leadership to transform the Warner Robins Air Logistics Center into a world class sustainment and logistics center. As a result, he has distinguished himself as one of the nation's most innovative and effective Air Force commanders. During his tenure, the Warner Robins Air Logistics Center achieved tremendous improvement in its sustainment mission, resulting in a ninety-eight percent on-time delivery rate of aircraft to the warfighter. Major General McMahon consistently demonstrated one of the key tenets of leadership, the ability to inspire and motivate the airmen and workers under his command.

Currently Major General McMahon and his wife Hope reside in the 8th Congressional District which I represent, where they will no doubt remain a pillar of the Middle Georgia community. I extend my warm congratulations and appreciation to Major General McMahon for his tireless service to our nation and wish him well in retirement.

PERSONAL EXPLANATION

HON. RANDY NEUGEBAUER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, June 8, 2012

Mr. NEUGEBAUER. Mr. Speaker, I was unable to vote on rollcall vote Nos. 294–296. Had I been present, I would have voted the following way: rollcall No. 294, H.R. 5651—the Food and Drug Administration Reform Act of 2012 by Rep. UPTON, “yes”; rollcall No. 295, H.R. 420—the Service Member Family Protection Act by Rep. TURNER, “yes”; rollcall No. 296, H.R. 915—the Jaime Zapata Border Security Task Force Act by Rep. CUELLAR, “yes.”

PERSONAL EXPLANATION

HON. TIM GRIFFIN

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Friday, June 8, 2012

Mr. GRIFFIN of Arkansas. Mr. Speaker, I was detained and missed rollcall vote No. 362 on Thursday, June 7, 2012. If I had been present, I would have voted “aye” for King Amendment No. 1 to H.R. 5855, the Department of Homeland Security Appropriations Act.

**HEALTH CARE COST REDUCTION
ACT OF 2012**

SPEECH OF

HON. GENE GREEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 7, 2012

Mr. GENE GREEN of Texas. Mr. Speaker, I oppose H.R. 436 but I am opposed to the Medical Device Excise Tax. I support the Affordable Care Act, but just like all bills, it was not perfect.

In Texas, the medical device industry supports nearly 55,000 jobs. It is an industry at the cutting edge of technological innovation